

CLASSIFICATION <u>SECRET</u>		
<u>NOFORN</u>		
COUNTRY <u>East Germany</u>	REPORT	
TOPIC <u>Kummersdorf Training Field</u>	25X1	
EVALUATION	PLACE OBTAINED	
DATE OF CONTENT	25X1	
DATE OBTAINED	DATE PREPARED <u>17 August 1955</u>	
REFERENCES	25X1	
PAGES <u>2</u>	ENCLOSURES (NO. & TYPE)	25X1
REMARKS		
<u>This is UNEVALUATED Information</u>		

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1. The following observations were made at the airforce training area near Kummersdorf between 5 and 27 July 1955:

5 to 14 July. Il-10s repeatedly made attack practices and 4 aircraft were simultaneously aloft. The aircraft had yellow markings on their rudder assemblies and propeller hubs.

15 July: At 0600, an alert was sounded. At about 0630, the first four jet fighters flying in line-abreast formation approached from the southeast at an altitude of about 800 meters and crossed in close-order formation over the ground targets represented by AA and tank dummies in Jagen (forest sub-district) 105/106. The interval between the individual aircraft was two wing spans. West of the targets, the formation broke in two elements of two aircraft which flew side-by-side and slightly staggered to the side. One element of two flew about 1,500 meters behind the other element. The aircraft approached the ground targets from the southeast via south and, just in front of the targets, the elements successively dived down to about 400 meters. Subsequently, the aircraft again climbed to an altitude of about 800 meters without dropping a bomb. West of the targets, the two elements assembled to one box formation at a distance of 400 to 500 meters. The 4 aircraft approached the targets in Jagen 105/106 from the southeast and, 1,000 to 1,500 meters from the targets, made a straight flight toward the targets. Each plane dived from about 800 to 400 meters and simultaneously dropped two bombs during the first third of the dive. The bombs were suspended just next to the auxiliary fuel tank on the inboard side. About 12 to 15 seconds elapsed between releasing the bombs and the detonation heard from a point about 1,500 meters from the point of impact. The two bombs always detonated at the same time. When all four aircraft had dropped their bombs, they assembled in two elements of two west of the targets. The distance between the two elements was about 500 meters. Then the aircraft approached the targets for firing from aircraft weapons. They dived down from about 800 meters to about 100 meters and began firing in the first third of the dive. About 10 rounds were fired with cannons by each aircraft. The aircraft approached 3 times for firing at the ground targets and then headed northwest. When the first 4 jet fighters got out of sight, the next 4 aircraft appeared for the same

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exercise. These exercises were continuously repeated until 1200.

26 July. Four Il-10s approached the training area and, flying in line-abreast formation at an altitude of about 500 meters, crossed over the ground targets from the southeast, and subsequently attacked the targets. During the first attack, rounds were fired with aircraft weapons from an altitude of about 40 meters. During the second attack, each aircraft dropped one bomb from an altitude of about 350 meters. Subsequently, the close-order formation dispersed west of the targets. Afterward, the 4 aircraft individually approached from various directions at an altitude of about 500 meters and dived over the targets down to about 150 meters. During the first third of the dive the first and third Il-10 dropped a rocket, the second and fourth Il-10 began firing with aircraft weapons. Subsequently, the exercise was repeated, but this time, the first and third aircraft fired from weapons while the second and fourth aircraft dropped one rocket each. Thus, each aircraft was equipped with one bomb and one rocket. When the rockets were dropped, a black-gray cloud of smoke, about 1 meter in diameter, was suddenly seen just behind the trailing edge of wing. About 3 seconds after seeing the smoke cloud, a loud hissing sound was heard similar to the noise produced when a jet of water meets with a glowing iron plate. The hissing sound was heard 5 or 6 seconds and subsequently the rocket hit the ground making a dull noise while detonating. The observation was made from a place about 1,000 meters from the point of impact. It could not be observed if the rockets were suspended under the wings or fuselage. The other aircraft had red markings on their rudder assemblies and propeller hubs.

27 July. Regular bombing practices were made by Il-10s with yellow markings. Between 0630 and about 1900, formations of 4 Il-10s attacked the ground targets in Jagen 105/106 at short intervals. The AA and tank dummies had been newly set up in Jagen 105/106.

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Comment. Air activity over Kummersdorf training area agrees with previous observations. Rocket practices were observed there for the first time in October 1954. The Il-10s are believed to belong to the GA Regt in Doeberitz and the aircraft to the GA Regt in Brandenburg - Industriehafen. The information that bombs were suspended outside on the MiG-15s and U-MiG-15s between the auxiliary fuel tank and the fuselage has repeatedly been reported.

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